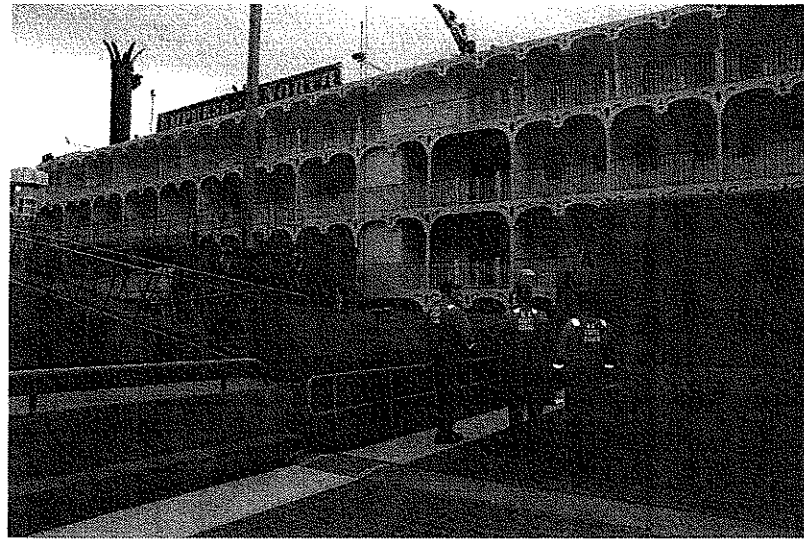
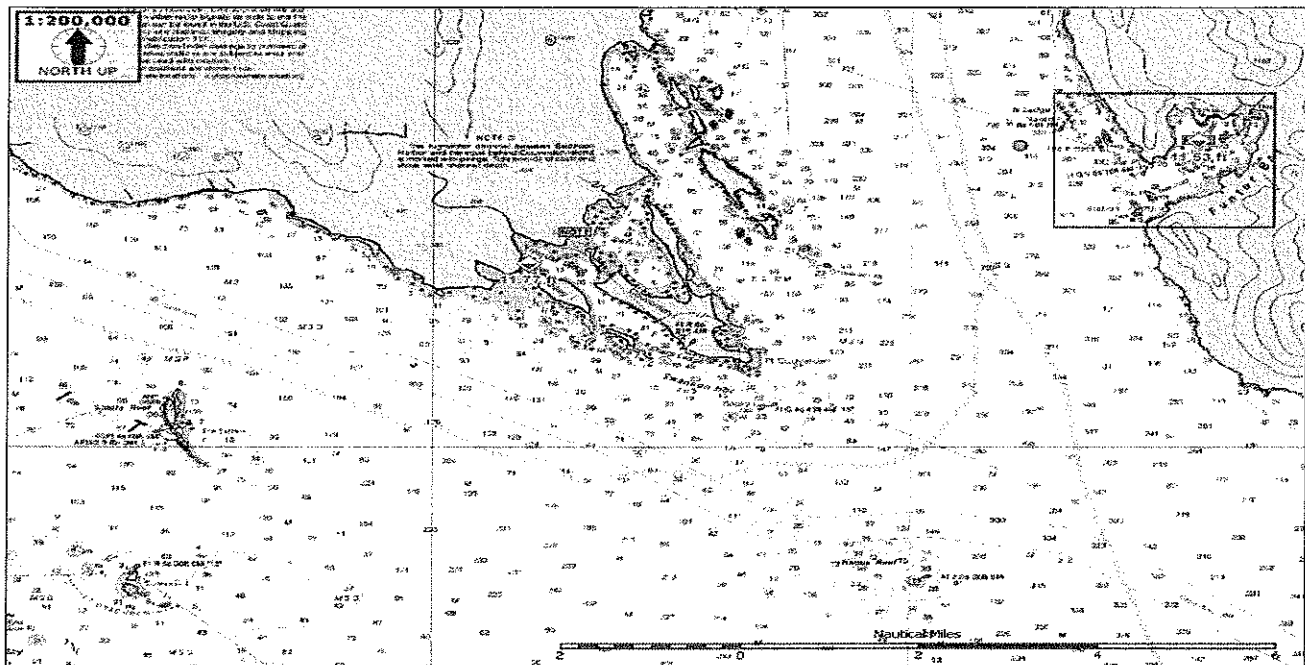


1. Incident Name

Empress of the North—Update ICS 201 #2

2. Prepared by: (name) E.Nally (USCG)

Date: 16May07 Time: 1500

**INCIDENT BRIEFING
ICS 201-CG****3. Map/Sketch****Incident Information:**Time of Incident: 0128Date of Incident: May 14, 2007O/S Weather: Winds N @ 3 Knots, Seas Calm, Light Rain, cloud ceiling 5,000Tides: +12 ft & fallingSheen: NoneSpill Potential: Approx 25K gals (Max Capacity 82,436)Product: Diesel & misc.Passengers: 206Crew: 75Length: 208 metersBeam: 17.1 metersDepth: 6 metersDraught: 3.75 metersLocation: Charted Reef around vicinity of Rocky Island S. of Pt Couverden in Chatham StraitLat/Long: 58-10-39N 135-03-05W****No Injuries******4. Current Situation:** Starboard voids 1, 2, 3, & 4 completely flooded. Salvage plan approved and temporary hull repairs initiated.

Dewatering plan to be submitted for review/approval to USCG and class society prior to dewatering void areas. A detailed transit plan must also be submitted for approval by unified command (USCG & State) prior to departure.

100 yard safety zone around M/V Empress of the North and revised COTP Order still in place. NTSB led investigation is still ongoing.

1. Incident Name Empress of the North—Update ICS 201 #2		2. Prepared by: (name) E.Nally (USCG) Date: 16May07 Time: 1500		INCIDENT BRIEFING ICS 201-CG	
5. Initial Response Objectives, Current Actions, Planned Actions					
14May07					
0128— 0321	M/V Empress of the North struck charted reef in vicinity of Rock Island (S. of PT. Couverden) in Chatham Strait with 206 passengers, 1 company representative, & 75 crew members. Vessel listing 6 degrees with double bottom reports taking on water. 10 life rafts were launched and passengers evacuated to good Samaritan vessel nearby (F/V Willow & F/V Evening Star) in the area. No sheening noted. Vessel fuel capacity is 25,000 gallons.				
0233- 0243	CG launched CG Helicopters, CGC LIBERTY, Station Juneau 47 MLB, and Station Juneau 25. CGC Helo assumed OSC.				
0321 & 0327	Spirit of Columbia & Tug Tiger O/S.				
0244	Coast Guard critical incident communications completed. City/Borough Juneau notified & initiated cruise ship shore side response plan. Red Cross alerted & Alaska Defense Forces initiated recall and set up of Centennial Hall as reception center.				
0331	FAA Anchorage RCC established 5000 ft 10 nm flight restriction around vessel.				
0345	M/V Columbia enroute; ETA 2 hours. City of Juneau stood up EOC.				
0400	F/V Willow offloaded 13 POB to Tug Tiger.				
0407	CG HH6004 O/S taking photos. HH 6002 O/S.				
0405	CGC Liberty O/S: assumes One Scene Command. Unified Command established comprised of the ADEC, USCG COTP, CBJ, & Vessel Representative.				
0424	Tug Tiger reports 44 Passengers, 3 Crew O/B. Spirit of Columbia reports 119 O/B. Will transfer passengers to M/V Columbia while enroute to Auke Bay.				
0449	Oil Spill Liability Trust Opened for \$10K.				
0454	Flight Restriction changed to 2000 ft & Below, 5 nm around vessel. Vessel location provided to FAA (Anchorage RCC).				
0508	F/V Evening Star Offloaded passengers; ready for another load				
0514	CGC Liberty reports 130 embarked onboard				
0533	CGC Liberty reports passenger tally as: Tug Tiger 67, CGC Liberty 130, and Spirit of Columbia 51. 33 crew members remain onboard Empress of the North.				
0539	CGC Liberty releases F/V Willow and F/V Evening Star.				
0549	AMHS M/V Columbia O/S.				
0550	Tug Ethen B dispatched by Cruise Line Agency of Alaska; eta 1300; Empress of North Underway enroute Auke Bay with 29 crew onboard.				
0559	Spirit of Endeavor departed scene.				
0643	CGC Liberty transferring 130 passengers to M/V Columbia. Station Juneau 47 MLB ferrying passengers from Tug Tiger and Spirit of Columbia to M/V Columbia.				
0651	CG COTP Rep (CDR Bornemann) requests Spirit of Endeavor to remain on scene.				
0713	CGC Liberty release Tug Tiger after deliver of 33 POB.				
0718	M/V Empress of the North reports 28 POB.				
0747	M/V Columbia reports 4 wheelchair bound passengers onboard Spirit of Columbia.				
07??	Majestic America Line CEO contact Unified Command to speak to Captain of the Port.				
0838	CGC Liberty verified 252 passengers/crew transferred to M/V Columbia. Empress of North confirmed 29 crewmembers remain onboard.				
0823	Station Juneau 25 ft Small Boat to escort Empress of the North to Auke Bay.				
0850	CG 47 MLB to tow 10 life rafts to Swanson Harbor.				
0853	CGC Liberty conveys report that Rocky Island Light was observed burning bright this morning.				
0955	M/V Columbia reports passenger/crew count to be 245.				
1001	M/V Columbia conducts recount with update passenger/crew account of 252. Confirms count with CGC Liberty.				
1025	M/V Empress of North moored at AMHS Auke Bay. Requested permission from CG FOSC to offload luggage.				

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10??	M/V Empress of North begins offloading luggage to SEAL Alaska Pier waiting to be taken to Juneau airport.		
1200 approx	Station Juneau MLB & CGC Liberty stood down from escort duty and safety zone enforcement. Safety zone remains in effect.		
1245	Drug and Alcohol testing confirmed completed by vessel crew. All samples submitted for further chemical testing. Negative for alcohol.		
1115	M/V Columbia arrive Auke Bay Ferry Terminal, begins offloading passengers to Grayline Buses to take to Centennial Hall (reception center).		
1130	Unified Command Press Conference conducted at Centennial Hall. Additional press conferences also conducted upon arrival of Majestic America Lines Representative shortly thereafter (times??).		
1312	Unified Command confirmed all passengers and non-essential crew checked in at Centennial Hall (reception center).		
1315	Divers in water conducting underwater assessment and video survey.		
1318	CGC Sector Inspector reports Empress of the North starboard voids 1 through 4 completely flooded. Flooding appears to be receding slowly.		
1328	Affected Party reports chartering Alaska Airline charter flight to Seattle with 156 seats. ETA for flight to depart Juneau 1630.		
1400	Initial damage survey finds a 8x1-1/2 ft gash in bow and breeches in voids 2-3-4 and starboard propulsion prop missing. Hull penetrations observed to the bottom hull plating starboard side from bow area all the way along the vessel aft with additional damage to the starboard Z drive blades. Video images unavailable due to limited visibility.		
1410	Unified Command Demobilizes to Sector Juneau for ongoing salvage, diving survey, and investigations. NTSB ETA evening of May 14, 2007, and morning of May 15, 2007.		
1420--2100	Luggage offloading completed; passengers and non-essential crew flown home; Centennial Hall Reception/Shelter Center demobilized; Red Cross & Alaska Defense Forces demobilized; safety zone remains in effect; initial CG investigation conducted.		
2105	CG on scene inspection and investigation personnel departed vessel.		
May 15	15 May 07		
0825	Briefing update with NTSB, Cruise Line Agency of Alaska, Majestic American Lines, Alaska Steamship & Response, SEAPRO, and USCG held USCG Sector Juneau. Majestic provided update on damage assessment and flooding appears under control. Empress of the North to remain moored to AMHS Auke Bay terminal. M/V Leconte to use SEAL Alaska Pier nearby for ferry operations. CG investigative records and interview statements submitted to NTSB.		
0845	Commenced detailed underwater analysis.		
0930	Vessel salvage plan submitted to Sector Juneau.		
1030	NTSB arrive Auke Bay to initiate investigation.		
1300	Interagency press conference held at Juneau Federal Building.		
1330	CG Marine Safety center requiring additional technical information for salvage. Majestic America Lines hiring naval architect.		
1415	Underwater survey completed.		
1500	Detailed damage analysis submitted along with updates to proposed salvage plan.		
1515	USCG Sector Juneau submitted damage survey and salvage plan to marine safety center for evaluation prior to giving approval to salvage plan.		
1300-2200	NTSB & CG investigation continues. Majestic America Lines coordinating arrangement of emergency repairs with Alaska Ship & Drydock in Ketchikan, AK.		
May 16	16 May 07		
0800	Morning NTSB briefing held at USCG Sector Juneau classroom with Majestic America Lines, SEAPRO, ADEC, & USCG. CG OCMI approved initiation of temporary repairs of hull. ABS (Class Society) issued debalasting procedures for flooded voids. Divers to amend temporary repairs to hull today. Press release guidelines remain under NTSB lead. No injuries caused or related to this incident or investigation to date.		
0900 approx	NTSB arrive Auke Bay AMHS Ferry Terminal to continue investigation.		
	NTSB representative on over flight of Rocky Island Point.		
1100	COTP Order 12-07 revised authorizing temporary hull repairs. Order also requires the submission of a written dewatering plan and vessel transit plan.		
1300	Interagency press conference held at Juneau Federal Building under NTSB lead.		

1. Incident Name Empress of the North—Update ICS 201 #2		2. Prepared by: (name) E.Nailly (USCG) Date: 16May07 Time: 1500		INCIDENT BRIEFING ICS 201-CG	
1300-2200	Investigation and temporary repairs continue. Certain members of the NTSB investigative members returning to homebase this evening.				
<p>Incident Objectives 14May07:</p> <ol style="list-style-type: none"> 1. Ensure safety & public health of responders; maximize the protection of public health and welfare. 2. Ensure actions are underway to control the source & minimize potential for release. 3. Ensure all necessary actions have been taken to identify and protect environmentally sensitive areas, including minimizing wildlife impacts. 4. Keep stakeholders, public, and media informed of the situation. 5. Ensure passenger and crew accountability during evacuation. 6. Arrange for and provide passenger amenities. 7. Conduct vessel assessment & stability. 8. Initiate investigation & coordination with NTSB. 9. Implement vessel safety & security measures. <p>Incident Objectives: 15May07</p> <ol style="list-style-type: none"> 1. Maintain safety during all operations. 2. Keep stakeholders, public, and media informed. 3. Complete NTSB & CG investigation. 4. Ascertain accurate vessel damage and implement/maintain measures to keep vessel afloat. 5. Develop appropriate temporary repair, vessel transit, and salvage plans for review/approval. 6. When approved, amend temporary repairs for future vessel voyage to shipyard for repair. 7. Continue precautionary measures to prevent potential fuel/oil product discharges. <p>Incident Objectives: 16May07</p> <ol style="list-style-type: none"> 1. Maintain safety during all operations. 2. Keep stakeholders, public, and media informed. 3. Complete investigation under NTSB lead. 4. Review vessel damage assessment and initiate appropriate temporary repairs as outlined in approved salvage plan. 5. Develop & submit dewatering plan. 6. Submit vessel transit plan for review/approval for future vessel voyage to shipyard for repair. 7. Continue precautionary measures to prevent potential fuel/oil product discharges. 					
<p>Safety Message: 14May07</p> <p>Wear appropriate PPE for all water operations. Avoid slips, trips, and falls. Small boat work can't occur without a safety briefing. Flight safety briefing to be conducted prior to air operations. Cold waters can accelerate hypothermia. Be mindful of proper lifting procedures.</p> <p>Medical—Bartlett Regional Hospital opened to receive/treat any injured evacuees.</p> <p>Safety Message: 15May07</p> <p>Wear appropriate PPE during onboard investigations. Pay particular attention when onboard vessel to avoid slips, trips, and falls. Conduct safety briefings prior to onboard vessel investigations and dive operations.</p> <p>Safety Message: 16May07</p> <p>Wear appropriate PPE during when onboard or around vessel area. Pay particular attention when onboard vessel to avoid slips, trips, and falls. Conduct safety briefings prior to embarking onboard vessel and prior to dive operations. Care needs to be taken to avoid pulling life raft release cords as all remaining life rafts onboard have been tied together to prevent from accidental deployment into water near ongoing dive operations. One was accidentally deployed yesterday. Divers will be implementing temporary repairs</p>					

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and must follow applicable dive safety standards.																																																						
<p>Weather: <u>Incident Site on 14May07</u> Winds N @ 3 Knots, Seas Calm, Light Rain, Cloud Ceiling 5,000.</p> <p><u>Auke Bay 15May07</u> Air temp 44, Sea Temp 37, overcast skies, winds 355 at 5 KTS, Seas are Calm, and visibility is 10 miles.</p> <p><u>Auke Bay 16 May 07</u> Air temp high 53, cloudy with rain showers, SE Wind at 15MPH with gusts to 30 MPH.</p> <p>Forcast Weather: THURSDAY...RAIN SHOWERS LIKELY. HIGHS AROUND 52. SOUTH WIND 15 MPH. CHANCE OF SHOWERS 70 PERCENT. THURSDAY NIGHT...MOSTLY CLOUDY WITH A 40 PERCENT CHANCE OF RAIN SHOWERS. LOWS AROUND 38. LIGHT WINDS. FRIDAY...MOSTLY CLOUDY. HIGHS AROUND 57. NORTHWEST WIND 15 MPH. FRIDAY NIGHT THROUGH SATURDAY NIGHT...MOSTLY CLOUDY. LOWS AROUND 40. HIGHS AROUND 58. SUNDAY AND SUNDAY NIGHT...MOSTLY CLOUDY. HIGHS AROUND 56. LOWS AROUND 42. MONDAY AND MONDAY NIGHT...PARTLY CLOUDY. HIGHS 56 TO 61. LOWS AROUND 41.</p> <p>Tides (Juneau):</p> <table border="0"> <tr> <td>05/14/2007 Mon</td> <td>05:51AM LDT -1.4 L</td> <td>12:05PM LDT 15.3 H</td> <td>05:56PM LDT 1.2 L</td> </tr> <tr> <td>05/15/2007 Tue</td> <td>12:08AM LDT 18.5 H</td> <td>06:39AM LDT -3.1 L</td> <td>12:59PM LDT 15.9 H</td> </tr> <tr> <td>05/16/2007 Wed</td> <td>12:51AM LDT 19.3 H</td> <td>07:25AM LDT -4.2 L</td> <td>01:50PM LDT 16.3 H</td> </tr> <tr> <td>05/17/2007 Thu</td> <td>01:35AM LDT 19.6 H</td> <td>08:10AM LDT -4.6 L</td> <td>02:40PM LDT 16.3 H</td> </tr> <tr> <td>05/18/2007 Fri</td> <td>02:20AM LDT 19.4 H</td> <td>08:56AM LDT -4.3 L</td> <td>03:30PM LDT 15.9 H</td> </tr> <tr> <td>05/19/2007 Sat</td> <td>03:06AM LDT 18.7 H</td> <td>09:43AM LDT -3.5 L</td> <td>04:20PM LDT 15.2 H</td> </tr> <tr> <td>05/20/2007 Sun</td> <td>03:54AM LDT 17.5 H</td> <td>10:31AM LDT -2.2 L</td> <td>05:12PM LDT 14.4 H</td> </tr> <tr> <td></td> <td></td> <td></td> <td>06:45PM LDT 1.2 L</td> </tr> <tr> <td></td> <td></td> <td></td> <td>07:32PM LDT 1.4 L</td> </tr> <tr> <td></td> <td></td> <td></td> <td>08:18PM LDT 1.9 L</td> </tr> <tr> <td></td> <td></td> <td></td> <td>09:05PM LDT 2.5 L</td> </tr> <tr> <td></td> <td></td> <td></td> <td>09:54PM LDT 3.3 L</td> </tr> <tr> <td></td> <td></td> <td></td> <td>10:47PM LDT 4.1 L</td> </tr> </table>			05/14/2007 Mon	05:51AM LDT -1.4 L	12:05PM LDT 15.3 H	05:56PM LDT 1.2 L	05/15/2007 Tue	12:08AM LDT 18.5 H	06:39AM LDT -3.1 L	12:59PM LDT 15.9 H	05/16/2007 Wed	12:51AM LDT 19.3 H	07:25AM LDT -4.2 L	01:50PM LDT 16.3 H	05/17/2007 Thu	01:35AM LDT 19.6 H	08:10AM LDT -4.6 L	02:40PM LDT 16.3 H	05/18/2007 Fri	02:20AM LDT 19.4 H	08:56AM LDT -4.3 L	03:30PM LDT 15.9 H	05/19/2007 Sat	03:06AM LDT 18.7 H	09:43AM LDT -3.5 L	04:20PM LDT 15.2 H	05/20/2007 Sun	03:54AM LDT 17.5 H	10:31AM LDT -2.2 L	05:12PM LDT 14.4 H				06:45PM LDT 1.2 L				07:32PM LDT 1.4 L				08:18PM LDT 1.9 L				09:05PM LDT 2.5 L				09:54PM LDT 3.3 L				10:47PM LDT 4.1 L
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<p>DAMAGE ASSESSMENT.</p> <p>EXACT LOCATIONS ARE PENDING UNDERWATER VIDEO OF DAMAGED AREAS TO BE COMPLETED ON 15MAY07. ALL DAMAGES ARE ESTIMATED AS PROVIDED VIA INITIAL DIVERS VISUAL REPORT:</p> <ol style="list-style-type: none"> 1. FWD BOW BOTTOM KEEL, APPROX 8' X 1.5" PEELED BACK. 2. STBD FUEL TANK GASH MEASURING 4' X 1.5" IN LENGTH. 3. STBD VOID #1, AFT OF FUEL TANK GASH MEASURING 4' X 3" IN LENGTH. 4. STBD VOID #2, GASH MEASURING 1.5' X 1" IN LENGTH. 5. STBD Z-DRIVE DOUBLE SCREW, FWD 3 BLADES SHEERED OFF AND AFT 3 BLADES ALL DAMAGED. 6. STBD VOID #3 FLOODED TO TOP. 7. STBD VOID #4 BETWEEN VOIDS #4 AND #3, INSET CAUSING WATER LEAKAGE TO #4 VOID. THIS IS ALSO CALLED PUMP ROOM OR SEWAGE ROOM. 8. PORT VOID #4 WIRE CABLE WAY LEAKING WATER. 9. WATER TIGHT DOOR #3, VALVE REMOTE HANDLES LEAKING. 10. STOREROOM AFT BY CREW GALLEY BULKHEAD PARTITION REMOVED AND DRILLED HOLES ON DECK (FIVE .25 IN HOLES) LEAKING FROM VOID #3. 11. STBD VOID #1 MAN HOLE COVER LEAKING. 																																																						

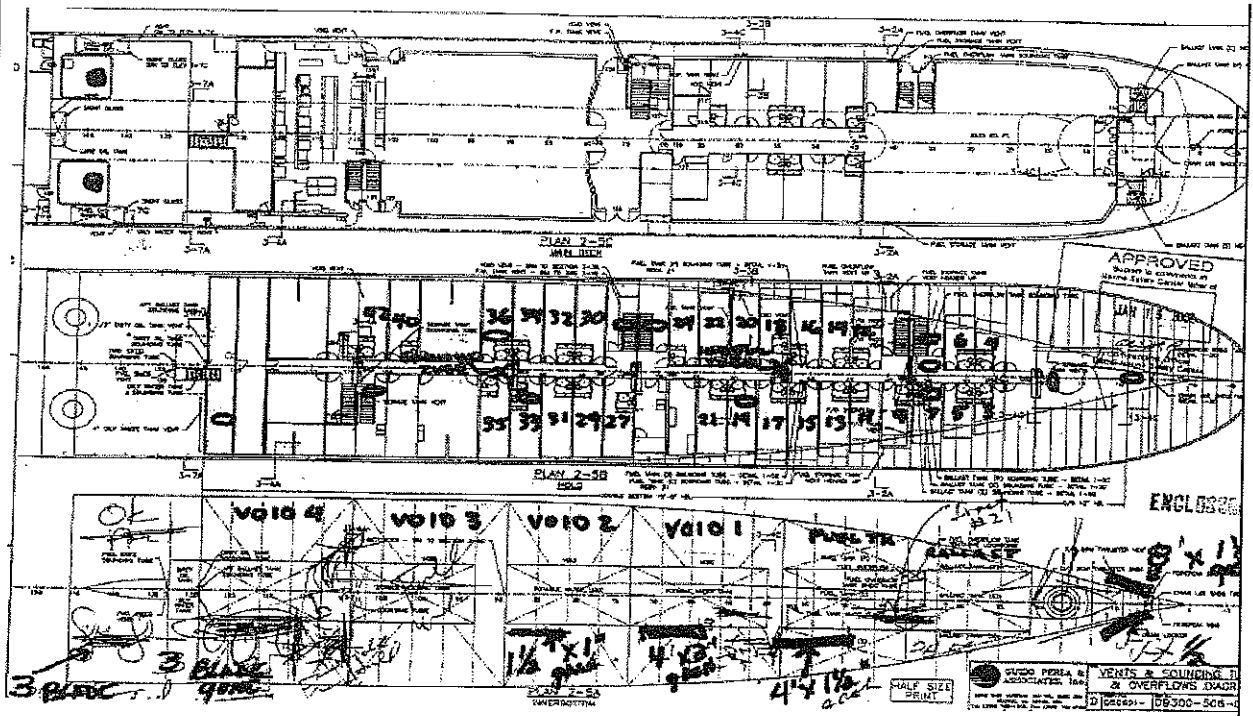
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Empress of the North—Update ICS 201 #2

2. Prepared by: (name) E.Nally (USCG)

Date: 16May07 Time: 1500

INCIDENT BRIEFING
ICS 201-CG



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INCIDENT BRIEFING

ICS 201-CG

6. Current Organization (fill in additional appropriate organization)

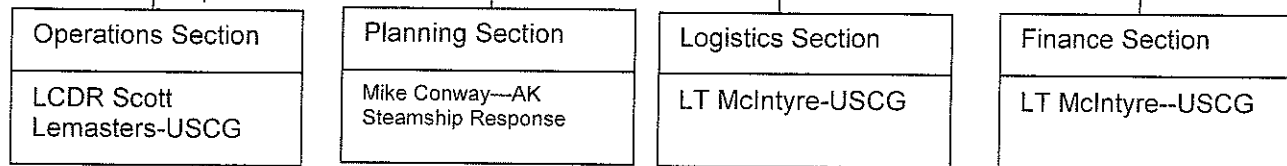
Initial 14May07

USCG—Captain Mark GuilloryAffected Party—Andrew Green (CLA)ADEC—Scot TiernanLocal Government Representative—Mike Patterson

Safety Officer

Rick Janelle (loading mgr)/CBJ Fire Dept.

Liaison Officer

Public Information Officer Maria Gladziszewski & Laurie Sica (CBJ)

***See Attached 203

15May 07 onward.....

Unified Commanders maintained coordination via phone and daily 0800 morning briefings with NTSB. Majority of the investigation work involves CG and NTSB.

Unified Commanders:

Captain Mark Guillory (USCG COTP)

Scot Tiernan (ADEC)

Captain Nico Corbijn (Majestic American Lines)

Investigation Branch

Brian Curtis NTSB

LT Waddington (USCG Sector Investigations)

[

NTSB Investigation Groups

**Deck Operations Group

**Survival/Response Group

**Engineering Group

ICS 201-CG (pg 8 of 4) (Rev 4/04)

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
U.S. Coast Guard
Sector Juneau

2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2444
FAX: (907) 463-2472

16600
COTP SEAK Order 12-07
16 May 2007
1100 AST

Majestic America Line
Attn: Master P/V EMPRESS OF THE NORTH (O.N. 1140867)
2723 North Hayden Island Drive
Portland, OR 97217

CAPTAIN OF THE PORT SOUTHEAST ALASKA ORDER 12-07 - CHANGE 1

On May 14, 2007, you reported the grounding of P/V EMPRESS OF THE NORTH (O.N. 1140867) in the vicinity of Icy Strait, resulting in damage to the hull and flooding in starboard side voids.

Under the authority granted to me by Title 33, Code of Federal Regulations 160.111(a), I am issuing this change to my original Captain of the Port Order;

1. You are authorized to complete initial temporary repairs as detailed in your salvage plan, any deviations must first be approved by my staff.
2. Prior to dewatering the voids a written dewatering plan must be approved by your Classification Society and Sector Juneau.
3. Prior to departure a detailed transit plan must be approved by Sector Juneau.
4. You are still to remain in Anke Bay, AK until released by my office.

This order is issued under the authority of the Ports and Waterways Safety Act (33 USC 1221 et. Seq.) and the regulations promulgated there under Title 33 Code of Federal Regulations (CFR), Part 160. Failure to comply with this order may result in a civil penalty of \$32,500 for each violation. Each day of a continuing violation shall constitute a separate violation. Any person who willfully and knowingly violates this order may be fined or imprisoned for committing a Class D Felony. Your vessel may also be seized and held liable for any monetary assessments.

Should you be aggrieved by this order, you may, under the procedures prescribed in Title 33 CFR, Part 160.7, appeal orally or in writing to the Commander, Seventeenth Coast Guard District through the Captain of the Port. However, if the initial appeal is made orally, a written submission is required within five days of the oral presentation. While any request or appeal is pending, all provisions of this order remain in effect.

Sincerely,


MARK S. GUILLORY, CAPT USCG
COMMANDER, SECTOR JUNEAU

Copy: CCGD17 (dp), PACAREA (Pp), Alaska DEC